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JCS DECLASSIFICATION BOARD

DATE 24 JUL 1982 - DEPARTMENT OF THE AIR FORCE  
STAFF MESSAGE DIVISION

INCOMING MESSAGE

SECRET  
PRIORITY

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TO DECLASSIFICATION NO UNCLASSIFIED REFERENCE IN THE DTG IS REQUIRED

FROM: USCINCEUR PARIS FRANCE

TO : HQ USAF WASH DC

INFO: JCS WASH DC FOR: CHAIRMAN  
USAF WASH DC FOR: CHAIRMAN  
USAFE WSBN GERMANY

NR : EC 9-4281

141101Z Aug 59

ALL INFORMATION CONTAINED  
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OR OTHERWISE DETERMINED

INFO  
CJCIB

Dir JS

Secy JCS

Dsp Secy

J-1

J-2

J-3

J-4

J-5

J-6

JMAAD

JWR

JSSC

//PERSONAL FOR GENERAL WHITE FROM GENERAL NORSTAD//

NOFORN. Ref your message AFXDC 62245, CINCUSAFE's reply  
at my request forwarded to me. It is herewith quoted in full:

"Reply to reference A is forwarded in accordance with instructions in reference B. The present average requirement inbound to Berlin is approximately 50 tons of cargo, plus 300 passengers per month. The monthly outbound requirements are 20 tons of cargo and 700 passengers. These requirements are being satisfied by use of C-47, C-97, C-54 and T-29 type aircraft. In addition to these requirements, one joint training mission per month is being provided the Berlin Command for airborne troop and equipment drops. This mission is being performed with C-119 type aircraft. It is estimated that once weekly C-130 service from the West to Berlin would satisfy the majority of the cargo requirements and all passengers should be moved by low altitude aircraft. Therefore, recommend a regular weekly schedule departing 1000 hours each Wednesday with a 2 hour turn around in Berlin. It is impossible to discontinue low altitude flights of aircraft other than C-130 aircraft because of our special missions to Berlin."

It is clear from CINCUSAFE's message that present military transport requirements to West Berlin can be met satisfactorily by flights under 10,000 feet, and this is in fact now being done. Therefore, there is no overriding military requirement for a change in present practice.

If for broad policy reasons the U.S. Government considers it

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desirable to schedule flights at altitudes in excess of 10,000 feet, CINCUSAFE's recommendation seems to provide a plausible excuse for such action.

NOTE : Two advance copies delivered to CCS

ACTION: CCS

INFO: CJCS

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